AMENDED CLAIM SET

- 1. (Currently Amended) A <u>ship hull construction with a low-block</u> <u>coefficient for a marine vessel</u>, comprising a bow section, a mid-section <u>with a substantially tumblehome shape</u> and a stern section, in which the mid-section has a curved outer shape <u>in the longitudinal direction so that</u>, as viewed in transverse cross section, the cross-section becomes <u>smaller toward the bow and stern sections</u>, and includes an inner section with one of framing means and longitudinal bulkhead means, <u>said hull</u> construction having outer shells made of composite materials.
- 2. (Currently Amended) A marine vessel according to claim 1, wherein the inner mid-section includes a steel frame which, together with deck means and keel means, carries the sea loads hull girder loads.
- 3. (Original) A marine vessel according to claim 1, in which the mid-section includes inner longitudinal bulkhead means which are of one of conventional or modified double-hull construction.
- 4. (Currently Amended) A marine vessel according to claim 1, wherein the starboard and port sides of the mid-section are made of one of continuous composite shells or panels with a hybrid light frame means at the inside thereof to carry water pressure loads and transmit resulting loads through the deck means to the inner section.
- 5. (Currently Amended) A marine vessel according to claim 1, wherein the mid-section includes outer shells made of <u>glass-reinforced</u> plastic composite materials.
- 6. (Original) A marine vessel according to claim 5, wherein said composite materials are one of E- or S-2 glass fiber composites.

- 7. (Original) A marine vessel according to claim 5, wherein the outer shells are supported on the inside thereof by a stainless steel light framing stiffener means for transmitting pressure loads.
- 8. (Currently Amended)) A marine vessel <u>comprising a bow</u> section, a mid-section and a stern section, in which the mid-section has a curved outer shape and includes an inner section with one of framing means and longitudinal bulkhead means, said hull construction having outer shells supported on the inside thereof by a stainless steel light framing stiffener means for transmitting pressure loads, and according to claim 7, wherein the stiffener means is being connected with a respective outer shell of the mid-section by way of an elastomer and a fastening assembly that includes a stainless steel bolt embedded in the composite material of the respective outer shell that cooperates with a high strength spring prestressed by a nut.
- 9. (Original) A marine vessel according to claim 7, wherein said stiffener means is one of open box member or channel member.
- 10. (Original) A marine vessel according to claim 1, further comprising stainless steel beams embedded in the composite materials that are connected to an inner section of the mid-section that includes one of stainless steel box beams, framing means or bulkhead means.
- 11. (Currently Amended) A marine vessel, comprising <u>a hull</u> <u>having a low block coefficient and</u> including a bow section, a mid-section and a stern section, in which the starboard and port sides of the mid-section <u>are also have outer shells</u> of hybrid composites with light framing on the inside thereof, and in which the mid-section has a curved outer shape <u>in the longitudinal direction so that</u>, as viewed in transverse cross

section, the cross-section becomes smaller toward the bow and stern sections, and includes an inner section with one of framing means and longitudinal bulkhead means.

- 12. (Original) A marine vessel according to claim 11, wherein the inner mid-section includes a steel frame which, together with deck means and keel means, carries the sea loads.
- 13. (Original) A marine vessel according to claim 11, in which the mid-section includes inner longitudinal bulkhead means which are of one of conventional or modified double-hull construction.
- 14. (Original) A marine vessel according to claim 1, wherein said composite materials are one of E- or S-2 glass fiber composites.
- 15. (Original) A marine vessel according to claim 14, wherein the outer shells are supported on the inside thereof by a stainless steel light framing stiffener means for transmitting pressure loads.
- 16. (Original) A marine vessel according to claim 15, wherein the stiffener means is connected with a respective outer shell of the midsection by way of an elastomer and a fastening assembly that includes a stainless steel bolt embedded in the composite material of the respective outer shell that cooperates with a high strength spring prestressed by a nut.
- 17. (Original) A marine vessel according to claim 16, further comprising stainless steel beams embedded in the composite materials that are connected to an inner section of the mid-section that includes one of stainless steel box beams, framing means or bulkhead means.

- 18. (Currently Amended) A marine vessel comprising a bow section, a mid-section and a stern section, in which the mid-section has a curved outer shape and includes an inner section with one of framing means and longitudinal bulkhead means, according to claim 1, wherein the mid-section includes including an inner section having upper and intermediate decks of metallic sandwich construction with a core of metal foams, stainless steel microtrusses, folded plates or honeycomb.
- 19. (Currently Amended) A marine vessel according to claim ‡ 14, wherein the mid-section includes an inner section having upper and intermediate decks made of composite materials similar to the composite materials used for the hull outer skin.
- 20. (Original) A hybrid catamaran comprising at least two pontoons connected by a cross structure of steel plating, whereby said pontoons each include a bow section, a mid-section and a stern section, and the hull of he mid-section includes one of a steel frame means with composite skin and of steel double-hull construction.